

**SEMINOLE COUNTY GOVERNMENT
LAND PLANNING AGENCY/PLANNING AND ZONING COMMISSION
AGENDA MEMORANDUM**

SUBJECT: Text Amendments to the Future Land Use Element of the Seminole County Comprehensive Plan (SCCP) relating to the Higher Intensity Planned Development-Airport Future Land Use Designation

DEPARTMENT: Planning and Development **DIVISION:** Planning

AUTHORIZED BY: Matthew West **CONTACT:** Tony Matthews **EXT.** 7936

Agenda Date 01/05/05

Regular ☐ **Work Session** ☐ **Briefing** ☐

Special Hearing – 6:00 ☐ **Public Hearing – 7:00** ☒

MOTION/RECOMMENDATION:

1. Recommend approval of proposed text amendments to the Future Land Use Element of the Seminole County Comprehensive Plan to ensure compatibility between permitted uses within the Higher Intensity Planned Development-Airport Future Land Use Designation and the operations and expansion of the Orlando Sanford International Airport, with staff findings; or
2. Recommend denial of proposed text amendments to the Future Land Use Element of the Seminole County Comprehensive Plan to ensure compatibility between permitted uses within the Higher Intensity Planned Development-Airport Future Land Use Designation and the operations and expansion of the Orlando Sanford International Airport; or
3. Continue this item to a time and date certain.

(Unincorporated Seminole County)

(Tony Matthews, Principal Planner)

BACKGROUND:

The proposed text amendments to the Future Land Use Element of the Seminole County Comprehensive Plan are intended to ensure compatibility between permitted uses within the Higher Intensity Planned Development-Airport Future Land Use Designation and the operations and expansion of the Orlando Sanford International Airport Master Plan (see following page for additional background and findings).

STAFF RECOMMENDATION:

Recommend approval of proposed text amendments, shown in Attachment A, to the Future Land Use Element of the Seminole County Comprehensive Plan, with findings found in "Additional Background and Findings".

Reviewed by:

Co Atty: _____

DFS: _____

Other: _____

DCM: _____

CM: _____

File No. 05S.TXT01

ADDITIONAL BACKGROUND AND FINDINGS:

In 1997 Seminole County adopted the Higher Intensity Planned Development-Airport (HIP-Airport) Future Land Use Designation to create a target area that would provide for higher intensity mixed uses compatible with the operations and expansion of the Orlando Sanford International Airport (OSIA).

In 2003, the County adopted amendments to Future Land Use Element Policy FLU 9.1 (Orlando Sanford International Airport) in response to the Federal Aviation Administration's approval of the Noise Compatibility Program for the OSIA Master Plan. These amendments are accomplishing the following: (1) reducing existing incompatible land uses around the OSIA; (2) preventing the introduction of additional incompatible land uses; and (3) providing long-term noise compatibility between neighboring land uses and aircraft activity at the OSIA (see Attachment A).

Future Land Use Element Policy FLU 5.8 [Higher Intensity Planned Development-Airport (HIP-Airport) Permitted Uses and Locational Standards] and the Higher Intensity Planned Development-Airport Future Land Use Definition, currently allow for medium and high density residential uses and public schools in close proximity to the OSIA. In addition, the policy also provides for an areawide composite land use mix within the HIP-Airport area.

Purpose of Proposed Amendments

The purpose of these current amendments to Policy FLU 5.8, 9.1 and the HIP-Airport Definition is to: (1) establish consistency among Plan policies; (2) continue to allow for educational facilities; (3) continue to allow for residential development, except within the 60 DNL noise contour; (4) recommend that the Sanford Airport Authority purchase lands that lie within the 65 DNL noise contour; and (5) support development that is compatible with the operations and expansion of the OSIA (see bulleted sections on Attachment A).

NOTIFICATION TO CITY OF SANFORD AND SANFORD AIRPORT AUTHORITY

The City of Sanford and the Sanford Airport Authority (SAA) have been notified of these proposed text amendments. Comments from the SAA, received December 28, 2004, are shown in Attachment B. These proposed changes are currently undergoing County review. Staff will submit a recommendation at the LPA/P&Z public hearing on January 5, 2005, regarding these proposed changes.

Attachments:

- A. Proposed amendments to Future Land Use Element.
- B. Proposed amendments to Future Land Use Element from Sanford Airport Authority.

ATTACHMENT A

Amendments to Future Land Use Element

Proposed changes shown in **bold strike-out and underline**

- **Policy FLU 5.8 Higher Intensity Planned Development-Airport (HIP-Airport) Permitted Uses and Locational Standards**

- A Uses

The HIP-Airport area is designed to provide for higher intensity mixed use development that is compatible with the operation and expansion of the Orlando Sanford International Airport (see *Exhibit FLU: HIP Airport Development Area*). To provide for a variety of residential and nonresidential uses, the HIP-Airport area shall be comprised of the following uses:

- 1 Industrial parks;
- 2 Corporate business parks;
- 3 Office complexes;
- 4 Commercial developments;
- 5 Attendant retail;
- 6 Service and hotel uses; and
- 7 Medium to high density residential developments.

- B Residential Compatibility Standards

- 1 Existing communities should be protected from the encroachment of airport related uses through the use of design standards to the maximum extent possible.
- 2 The location of future high density residential developments shall comply with guidelines issued by the Federal Aviation Administration and Department of Transportation relating to airport compatible uses. New residential land use designations, zoning classifications and residential development shall be prohibited within the 60 DNL (Day-Night Noise Level) noise contour, consistent with the OSIA Noise Compatibility Program approved by the Federal Aviation Administration.
- 3 Residential land uses and residential zonings shall be prohibited east or south of the OSIA's new runway system to the Conservation area adjacent to Lake Jesup. If new residential land uses or residential zonings must be permitted, an aviation easement and development order approval shall be required. No mobile homes or home ownership shall be permitted within these developments.

C Environmentally Sensitive Lands

- 1 Transitional land use zones and buffers must occur within HIP-Airport areas adjacent to preservation lands where applicable.
- 2 The County's Natural Lands Program will continue to pursue acquisition of environmentally sensitive lands along the Lake Jesup shoreline.

D Development Phasing

1 Services and Facilities

- a HIP-Airport land use requires a full range of urban services and facilities (see *Exhibit FLU: Future Land Use Designations and Allowable Zoning Classifications*).
- b Development must be timed concurrent with the extension of central water and sewer to ensure the provision of adequate public services according to adopted standards and facility plans.
- c Development must be timed concurrent with the construction of East Lake Mary Boulevard to ensure adequate transportation access.
- d Development must be timed concurrent with the necessary drainage facility improvements prior to urban development within the HIP- Airport Area.
- e In addition to development phasing concurrent with major public roadway improvements, the following provisions are required to maintain roadway capacity and minimize traffic congestion for area residents and through traffic:
 - 1) Internal access coordinated between and among individual parcels of land;
 - 2) Limited access points through cross access easements and joint use driveways;
 - 3) Dedication of necessary rights-of-way,
 - 4) Substantial private investment for the extension of water and sewer lines, intersection improvements, signalization, deficit correction, and feeder road improvements; and
 - 5) Use of pedestrian and mass transit facilities to reduce vehicle trips within interchange areas and trips along feeder routes.

- 2 Special Services - High intensity development may require special services such as aerial fire equipment, transit facilities and effluent re-use to meet public safety needs and to offset facility capacity impacts. (05S.TXT01.1).

- **Policy FLU 9.1 Orlando Sanford International Airport**

The County shall ensure airport compatible land uses adjacent the Orlando Sanford International Airport (OSIA) as follows:

- A Allowing the conversion of existing neighborhoods to airport compatible uses and minimize nonresidential impacts during the conversion process;
- B Amending the 1991 Joint Planning Agreement, or its successor agreement, between the County and City of Sanford to ensure appropriate land use designations adjacent to the Airport and the availability of urban services to support higher intensity uses;
- C Prohibit new residential land use designations and zoning classifications within the 60 DNL (Day-Night Noise Level) noise contour, consistent with the OSIA Noise Compatibility Program approved by the Federal Aviation Administration; **and**
- D Amend the Land Development Code to include the following land use measures contained in the OSIA Noise Compatibility Program for the purpose of reducing existing incompatible land uses, preventing the introduction of additional incompatible land uses, and protecting long-term noise compatibility with aircraft activity at the OSIA:
 - 1 Prohibit new residential land uses within the 60 DNL noise contour; ~~except as provided for in the Higher Intensity Planned Development Airport Future Land Use designation;~~
 - 2 Prohibit residential land uses and residential zonings, east or south of the OSIA's new runway system to the Conservation area adjacent to Lake Jesup. If new residential land uses or residential zonings must be permitted, **an aviation easement and development order approval shall be required.** then No mobile homes or home ownership shall be permitted within these developments; and
 - 3 Prohibit new public educational facilities in areas east and south of the OSIA's new runway system to the Conservation area adjacent to Lake Jesup.

- E Require avigation easements and development order approval for new residential construction/reconstruction or redevelopment east and south of the OSIA to advise property owners of noise exposure and overflight activity;
- F Consider adoption of an overlay zoning if restrictions on residential uses and avigation easements cannot be achieved. Any overlay zone would be limited to those lands south of SR 46 and east of the currently zoned Industrial area located south of Runway 18-36 (east of Brisson Avenue south) to the Lake Jesup Conservation area;
- G Provide notice to the Sanford Airport Authority (SAA) of proposed County planning and zoning modifications, site plans, subdivision plans, meetings, hearings, changes to land development regulations, etc., that relate to unincorporated properties adjacent to the OSIA airport;
- H Advise property owners/developers/purchasers of property, by means of OSIA property acquisition map(s)/photo(s), that residential development, public educational facilities and/or other uses may be incompatible with OSIA expansion;
- I Direct inquiries from property owners, the development community and general public to the SAA regarding future airport acquisitions;
- J Consider adoption of the Federal Aviation Administration FAR Part 150 Compatible Land Use Guidelines, as a guide for reviewing land use development activities adjacent to the OSIA; and
- K Regulate development/redevelopment within residential future land use designations and zoning classifications by means of the Federal Aviation Administration FAR Part 150 Compatible Land Use Guidelines.

(Added: Amendment 03F.TXT04.1; Ordinance 2003-63, 12/09/2003)
(05S.TXT01.3).

● **HIGHER INTENSITY PLANNED DEVELOPMENT (HIP) – AIRPORT (DEFINITION)**

This land use is designated along major expressway, collector, and arterial roadway corridors, and interchange areas where location factors and higher land values tend to attract higher intensity development and services and facilities are programmed to accommodate a variety of residential and nonresidential uses. Medium to high density residential, office, commercial and industrial land uses are encouraged to:

- A Expand industrial land use and zoning in areas where airport noise impacts are expected to prohibit residential development;
- B Provide additional areas for mixed use development that would be compatible with airport operations;
- C Develop overall single family land use and zoning area boundaries for a community that will be heavily impacted by airport expansion; and
- D Eliminate random commercial development by confining to predetermined areas to preserve the existing residential areas by reducing encroachment of commercial activity and traffic in residential neighborhoods.

The ultimate land uses within these areas are subject to economic cycles and the timing of individual property owner(s) proposals and therefore should not be specifically designated on the *Exhibit FLU: Future Land Use Map*. Rather, these areas should remain flexible in terms of future land use while ensuring that the uses developed can meet particular standards for facility capacity and land use compatibility.

Uses:

- A Industrial parks, corporate business parks, office complexes, commercial developments and attendant retail, service, and hotel uses;
- B Medium to high density residential developments; except that no residential development shall be permitted within the 60 DNL (Day-Night Noise Level) noise contour, consistent with the OSIA Noise Compatibility Program approved by the Federal Aviation Administration;
- C Residential land uses and residential zonings shall be prohibited east or south of the OSIA's new runway system to the Conservation area adjacent to Lake Jesup. If new residential land uses or residential zonings must be permitted, an aviation easement and development order approval shall be required. No mobile homes or home ownership shall be permitted within these developments; and
- ~~DC~~ Public elementary schools, public middle schools and public high schools; however, new public educational facilities shall be prohibited in areas east and south of the OSIA's new runway system to the Conservation area adjacent to Lake Jesup.

~~The HIP-Airport Area will be developed to accommodate an areawide composite land use mix as described below:~~

General Use	Minimum	Maximum
Medium – High Density Residential Uses	30%	50%
Industrial Uses	7%	15%
Commercial Uses	63%	75%

~~This distribution range represents the mix of uses within the entirety of the HIP-Airport Area which would be accommodated over the planning horizon.~~

Zoning:

Zoning classifications allowed in this land use designation are presented in *Exhibit FLU: Future Land Use Designations and Allowable Zoning Classifications*.

Services and Facilities:

- A This land use requires a full range of urban services and facilities (see *Exhibit FLU: Services and Facilities By Classification*).
- B In addition to development phasing concurrent with major public roadway improvements, the following provisions are required to maintain roadway capacity and minimize traffic congestion for area residents and through travelers:
 - 1 Dedication of necessary right-of-way and substantial private investment for interchange ramps, intersection improvements, signalization deficit correction, and feeder road improvements.
 - 2 Use of pedestrian and mass transit facilities to reduce vehicle trips within interchange areas and trips along feeder roads.

Special Provisions:

- A Future Land Use Designation Requires Rezoning: Plan amendments to Higher Intensity Planned Development must be accompanied by a rezoning request and preliminary master plan/site plan as provided for in the Land Development Code.
- B Requirements for Parcels Approved Before December 8, 1987: For parcels of land which were developed or had site plan approval prior to December 8, 1987, under zoning classifications other than the permitted zonings shown in *Exhibit FLU: Future Land Use Designations and Allowable Zoning Classifications*, additions to existing structures shall be permitted without undergoing a rezoning. However, to adequately address impacts of development, the following procedures will be used:
 - 1 Development applications shall be forwarded to the appropriate staff for review and to propose conditions for infrastructure improvements (e.g., road, drainage, water and sewer plans) to adequately serve the project and conditions for Comprehensive Plan compliance.
 - 2 Conditions may be imposed as part of the permit approval. Applicable Land Development Code appeal procedures are available.
- C Development Phasing: Development of the phases of a mixed use development must be timed concurrent with facility capacity to ensure the provision of adequate

public services according to adopted standards (see *Exhibit FLU: Services and Facilities By Classification*) and facility plans. Each phase must be self-sufficient on a cumulative basis in case subsequent phases are delayed or abandoned.

- D Access Within the Development: High intensity planned developments shall be designed to have safe and plentiful ways for vehicles, bicycles and pedestrians to travel between and among the several uses and activities if developed as a mixed use development. Sidewalks, cross access easements, connected parking lots, and other similar means of providing full internal access are typical components.
- E Access to Adjacent Developments: If developed as a mixed use development, high intensity planned developments shall provide access for vehicles, bicycles and pedestrians from the mixed use development to adjacent activities and uses for ease of travel and reduction of trips on main thoroughfares. Access to residential neighborhoods shall be designed to prevent cut-through traffic and intrusion of adverse impacts. Design concepts shall include a roadway design for mixed-use areas that does not adversely impact established residential areas.
- F Shared Facilities: High intensity planned developments developed as mixed use developments are intended to offer advantages of integrated infrastructure (e.g., shared parking, stormwater facilities and signage, etc.) to reduce costs, reduce the provision of excess facilities and improve visual appearance.
- G Special Services: Higher intensity development may require special services such as aerial fire equipment, transit facilities and effluent re-use to meet public safety needs and to offset facility capacity impacts. (05S.TXT01.2).

Policy TRA 5.17 Purchase of Noise Impacted Land

In order to minimize land use/noise conflicts, the County shall recommend that the Sanford Airport Authority purchase lands that lie within the ~~60~~ **65** DNL noise contour ~~for use as a buffer~~. (Revised: Amendment 03F.TXT04.4; Ordinance 2003-63; 12/09/2003). (05S.TXT01.4).

ATTACHMENT B

Amendments to Future Land Use Element
Proposed changes from Sanford Airport Authority (12/28/04)
shown in **UPPERCASE bold**

- Policy FLU 5.8 Higher Intensity Planned Development-Airport (HIP-Airport) Permitted Uses and Locational Standards

A Uses

The HIP-Airport area is designed to provide for higher intensity mixed use development that is compatible with the operation and expansion of the Orlando Sanford **International** Airport (see *Exhibit FLU: HIP Airport Development Area*). To provide for a variety of residential and nonresidential uses, the HIP-Airport area shall be comprised of the following uses:

- 1 Industrial parks;
- 2 Corporate business parks;
- 3 Office complexes;
- 4 Commercial developments;
- 5 Attendant retail;
- 6 Service and hotel uses; and
- 7 Medium to high density residential developments.

B Residential Compatibility Standards

1. Existing communities should be protected from the encroachment of airport related uses through the use of design standards to the maximum extent possible.

2. New residential land use designations, zoning classifications and residential development FOR FEE-SIMPLE HOME OWNERSHIP (SINGLE-FAMILY DETACHED, DUPLEXES, TOWNHOMES OR CONDOMINIUMS) shall be prohibited within the 60 DNL (Day-Night Noise Level) noise contour, consistent with the OSIA Noise Compatibility Program approved by the Federal Aviation Administration. The location of future ~~HIGH-DENSITY TRANSIENT, RENTAL, MULTI-FAMILY~~ residential developments shall comply with guidelines issued by the Federal Aviation Administration and Department of Transportation relating to airport compatible uses, AND WILL BE ALLOWED OUTSIDE THE 65 DNL, WITH AN AVIGATION EASEMENT AND ASSOCIATED DEVELOPMENT ORDER, AND MEET THE SOUNDPROOFING REGULATIONS PURSUANT TO

**FEDERAL AVIATION ADMINISTRATION FAR PART 150
COMPATIBLE LAND USE GUIDELINES.**

- 3 Residential land uses and residential zonings shall be prohibited east or south of the OSIA's new runway system to the Conservation area adjacent to Lake Jesup. If new residential land uses or residential zonings must be permitted, an aviation easement and development order approval shall be required. No mobile homes or home ownership shall be permitted within these developments.**

C Environmentally Sensitive Lands

- 1 Transitional land use zones and buffers must occur within HIP-Airport areas adjacent to preservation lands where applicable.
- 2 The County's Natural Lands Program will continue to pursue acquisition of environmentally sensitive lands along the Lake Jesup shoreline.

D Development Phasing

1 Services and Facilities

- a. HIP-Airport land use requires a full range of urban services and facilities (see *Exhibit FLU: Future Land Use Designations and Allowable Zoning Classifications*).
- b. Development must be timed concurrent with the extension of central water and sewer to ensure the provision of adequate public services according to adopted standards and facility plans.
- c. Development must be timed concurrent with the construction of East Lake Mary Boulevard to ensure adequate transportation access.
- d. Development must be timed concurrent with the necessary drainage facility improvements prior to urban development within the HIP- Airport Area.
- e. In addition to development phasing concurrent with major public roadway improvements, the following provisions are required to maintain roadway capacity and minimize traffic congestion for area residents and through traffic:
 - 1) Internal access coordinated between and among individual parcels of land;
 - 2) Limited access points through cross access easements and joint use driveways;

- 3) Dedication of necessary rights-of-way;
 - 4) Substantial private investment for the extension of water and sewer lines, intersection improvements, signalization, deficit correction, and feeder road improvements; and
 - 5) Use of pedestrian and mass transit facilities to reduce vehicle trips within interchange areas and trips along feeder routes.
2. Special Services - High intensity development may require special services such as aerial fire equipment, transit facilities and effluent re-use to meet public safety needs and to offset facility capacity impacts. (05S.TXT01.1).

● **Policy FLU 9.1 Orlando Sanford International Airport**

The County shall ensure airport compatible land uses adjacent TO the Orlando Sanford International Airport (OSIA) as follows:

- A Allowing the conversion of existing neighborhoods to airport compatible uses and minimize nonresidential impacts during the conversion process;
- B Amending the 1991 Joint Planning Agreement, or its successor agreement, between the County and City of Sanford to ensure appropriate land use designations adjacent to the Airport and the availability of urban services to support higher intensity uses;
- C Prohibit new **FEE-SIMPLE HOME OWNERSHIP** residential land use designations and zoning classifications within the 60 DNL (Day-Night Noise Level) noise contour, consistent with the OSIA Noise Compatibility Program approved by the Federal Aviation Administration; and
- D Amend the Land Development Code to include the following land use measures contained in the OSIA Noise Compatibility Program for the purpose of reducing existing incompatible land uses, preventing the introduction of additional incompatible land uses, and protecting long-term noise compatibility with aircraft activity at the OSIA:
 - 1 Prohibit **NEW FEE-SIMPLE HOME OWNERSHIP** residential land uses within the 60 DNL noise contour, ~~except as~~

~~provided for in the Higher Intensity Planned Development-Airport Future Land Use designation;~~

- 2 Prohibit residential land uses and residential zonings, east or south of the OSIA's new runway system to the Conservation area adjacent to Lake Jesup. If new residential land uses or residential zonings must be permitted, an avigation easement and development order approval shall be required. ~~then~~ No mobile homes or home ownership shall be permitted within these developments; and
 - 3 Prohibit new public educational facilities in areas east and south of the OSIA's new runway system to the Conservation area adjacent to Lake Jesup.
- E Require avigation easements and development order approval for ALL new residential construction/reconstruction or redevelopment ~~EAST AND SOUTH OF THE OSIA WITHIN THE HIP-AIRPORT DEVELOPMENT AREA IN ORDER~~ to advise property owners of noise exposure and overflight activity;
- F Consider adoption of an overlay zoning if restrictions on residential uses and avigation easements cannot be achieved. Any overlay zone would be limited to those lands WITHIN THE HIP AIRPORT DEVELOPMENT AREA SOUTH OF SR 46 AND EAST OF THE CURRENTLY ZONED INDUSTRIAL AREA LOCATED SOUTH OF RUNWAY 18-36 (EAST OF BRISSON AVENUE SOUTH) TO THE LAKE JESUP CONSERVATION AREA;
- G Provide notice to the Sanford Airport Authority (SAA) of proposed County planning and zoning modifications, site plans, subdivision plans, meetings, hearings, changes to land development regulations, etc., that relate to unincorporated properties WITHIN THE HIP-AIRPORT DEVELOPMENT AREAS ADJACENT TO THE OSIA AIRPORT;
- H Advise property owners/developers/purchasers of property, by means of OSIA property acquisition map(s)/photo(s), that residential development, public educational facilities and/or other uses may be incompatible with OSIA expansion;
- I Direct inquiries from property owners, the development community and general public to the SAA regarding future airport acquisitions;
- J Consider adoption of the Federal Aviation Administration FAR Part 150 Compatible Land Use Guidelines, as a guide for reviewing land use development activities adjacent to the OSIA; and

- K Regulate development/redevelopment within residential future land use designations and zoning classifications by means of the Federal Aviation Administration FAR Part 150 Compatible Land Use Guidelines.

(Added: Amendment 03F.TXT04.1; Ordinance 2003-63, 12/09/2003)
(05S.TXT01.3).

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- A Expand industrial land use and zoning in areas where airport noise impacts are expected to prohibit residential development;
- B Provide additional areas for mixed use development that would be compatible with airport operations;
- C Develop overall single family land use and zoning area boundaries for a community that will be heavily impacted by airport expansion; and
- D Eliminate random commercial development by confining to predetermined areas to preserve the existing residential areas by reducing encroachment of commercial activity and traffic in residential neighborhoods.

The ultimate land uses within these areas are subject to economic cycles and the timing of individual property owner(s) proposals and therefore should not be specifically designated on the *Exhibit FLU: Future Land Use Map*. Rather, these areas should remain flexible in terms of future land use while ensuring that the uses developed can meet particular standards for facility capacity and land use compatibility.

Uses:

- A Industrial parks, corporate business parks, office complexes, commercial developments and attendant retail, service, and hotel uses;
- B Medium to high density **TRANSIENT, RENTAL, MULTI-FAMILY** residential developments **OUTSIDE THE 65 DNL**; except that no **FEE SIMPLE, HOME OWNERSHIP** residential development shall be permitted within the 60 DNL (Day-Night Noise Level) noise contour, consistent with the OSIA Noise Compatibility Program approved by the Federal Aviation Administration;
- C **Residential land uses and residential zonings shall be prohibited east or south of the OSIA's new runway system to the Conservation area adjacent to Lake Jesup. If new residential land uses or residential zonings must be permitted, an aviation easement and development order approval shall be**

required. No mobile homes or home ownership shall be permitted within these developments; and

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- C Development Phasing: Development of the phases of a mixed use development must be timed concurrent with facility capacity to ensure the provision of adequate public services according to adopted standards (see *Exhibit FLU: Services and Facilities By Classification*) and facility plans. Each phase must be self-sufficient on a cumulative basis in case subsequent phases are delayed or abandoned.
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- F Shared Facilities: High intensity planned developments developed as mixed use developments are intended to offer advantages of integrated infrastructure (e.g., shared parking, stormwater facilities and signage, etc.) to reduce costs, reduce the provision of excess facilities and improve visual appearance.
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